

Today's
Advertisements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. MUNRO,
for Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
G. G. F. AUGUSTIN,
Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHARTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
p. Agent.

Hongkong, 26th July, 1897. [1143]

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.

HONGKONG FIRE INSURANCE CO., LD.

W. J. SAUNDERS,
Acting Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.

W. H. RAY,
Secretary,
CHINA TRADERS' INSURANCE CO., LD.

SHEWAN, TOMES & CO.,
Agents,
YANTZSE INSURANCE ASSOCIATION, LD.

J. B. COUGHTRIE,
Secretary,
CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS,
Acting Manager,
THE STRAITS INSURANCE CO., LD.

Hongkong, 26th July, 1897. [1144]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 p.m.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 26th July, 1897. [1139]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"ELAX,"

Captain E. Baker, will be despatched as above TO-MORROW, the 27th instant.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 26th July, 1897. [1034]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY-AND-FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Ports on WEDNESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & CO., General Managers.

Hongkong, 26th July, 1897. [1140]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above on FRIDAY, the 30th instant, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1897. [1145]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Jackson, will be despatched as above on MONDAY, the 2nd August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1897. [1146]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU,"

Captain P. H. GONG, will be despatched for the above Ports on TUESDAY, the 27th August, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 26th July, 1897. [1143]

Today's
Advertisements.

FOR IMMEDIATE SALE.

THE SANDAKAN IRON WORKS.

As a going concern, owing to the Death of the PROPRIETOR. The WORKS are most favourably situated in the Middle of the Town, the PLANT is in GOOD ORDER, and the Business is capable of Great Extension, there are also a number of LUNCHES which will be optional for Purchaser to take over with the Business.

For Further Particulars, apply to THE LIQUIDATOR, Sandakan.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 28th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th July, 1897. [1141]

Intimations.

DAKIN, CRUICKSHANK & COMPANY.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1390]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZET WATER,

LITHIA WATER,

SARSAPARILLA WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, HONGKONG, 12th April, 1897.

BIRTH.
At 18, Polwarth Gardens, Edinburgh, on the 23rd June, the wife of Captain JOYCE, of a son.
DEATH.
At Fochow, on the 14th instant, at his residence, JOHN ODELL, aged 61.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 26, 1897.

TELEGRAMS.

(Special to Hongkong Telegraph.)

STRANGE, IF TRUE.

TIENTSIN, July 24th.
The Danish Consul at this port has absconded. Our special correspondent at Tientsin, from whom we received this message, adds the words "in debt" to the rest of the message. We made inquiries today at the Danish Consulate in Hongkong and were courteously informed that the Consul has no knowledge of the alleged disappearance. We can only hope that this news is a trifling mistake and that the Consul will turn up safe and sound before long.

REUTER'S MESSAGES.

TURKEY AND THE PEACE PROPOSALS.
LONDON, July 23rd.

It is understood that the Sultan receives minor concessions in regard to the frontier, by which the passes are rendered more secure.

FRANCE AND SIAM.
The friendly reception by the Tsar, has resulted in the adjustment of the difficulty between France and Siam. The King of Siam will visit Paris in September.

BELGIUM.
A Bill has been introduced by the Belgian Chamber abolishing the import duties on tea.

THE SOUDAN.
No force is being prepared in England for service in the Soudan.

(Special to the Asian.)
RESULT OF THE JULY STAKES.
THE JULY STAKES of 50 sovs. each, 30 fms. for two-year-olds; colts and fillies st. 12 lbs.; the owner of the second horse to receive 100 sovs. out of the stakes, and the third to save his stake. New T. Y. Course. Closed 21st July 1896.

LONDON, June 29th.

The following is the result of the race for these stakes:—

H. R. H. the Prince of Wales's br f MOUWIE, by St. Simon—Fanchette..... Cannon 1

Mr. L. Brasse's ch c POLKO, by Am. phion—Royalty.....Bradford 2

Lord Ellesmere's br c THORN, by Hampton—Phyllis.....Duke of Portland's br c DOW, by Desova..... 3

BEATING: 11 to 4 on Mouwie, 10 to 1 against Polko, 7 to 1 on Thorn.

Won by two lengths; dead heat between second and third.

(From Northern Territory Times.)
THE PACIFIC CABLE.

LONDON, July 7th.

The Premier of New Zealand, New South Wales, Queensland and Canada are working in co-operation with regard to the Pacific cable, and are hopeful of success.

ENGINEERS ON STRIKE.
LONDON, July 7th.

Five thousand members of the Amalgamated Society of Engineers have struck work in London. In consequence of the strike of engineers in London, the federated employers have served notices of a lockout on 25,000 employees. The engineering and shipbuilding works in all the principal centres of Great Britain will be affected considerably.

[The relations between masters and men have been strained for some time past and the news by last mail indicated there was every probability of a strike at an early date.]

GREATER AND GREATER BRITAIN.
TOWNVILLE, July 8th.

H.M.S. Wallaroo has returned to Townsville, after annexing several islands in the vicinity of the Solomon group.

AUSTRALIAN BANK TELLER IMPRISONED.
CHARTERS TOWERS, July 8th.

C. T. Adair, late teller in the Bank of Australia at Charters Towers, has been sentenced to three years' imprisonment for embezzlement.

(From Kobe Chronicle.)
DISASTROUS COLLISION NEAR LISBON.

The Mitsui Bussan Kaisha kindly inform us that they are in receipt of a telegram reading as follows:—

"Yokohama, Captain Conrad, sunk after being in collision near Lisbon. All hands saved. Ship fully insured."

[The Mitsui Bussan Kaisha also inform us that the steamer was on her maiden voyage from London to Japan. She is one of the three new passenger steamers of about 2,000 tons (gross) ordered, at a cost of about £50,000, through the M.B.K. by the Osaka Steamship Kaisha.]

SEARCHING FOR THE "UNEBI."
TOKIO, July 14th.

The Government proposes to order a Japanese diver to search for wrecks in the vicinity of the Pescadore, with a view to definitely ascertaining whether the new cruiser Unebi, which disappeared seven or eight years ago when on a voyage from Singapore to Japan, is among them.

THE NEW PORTUGUESE MINISTER.
TOKIO, July 14th.

Mr. Komura, Vice-Minister for Foreign Affairs, to-day presented to the Emperor the new Portuguese Minister.

EPIDEMIC OF PLAGUE IN CHINA.
NAGASAKI, July 14th.

A Shanghai dispatch says:—The epidemic (plague) which is raging at Shanghai broke out among the poor people who came in large numbers from Soochow to escape danger. The plague is spreading and hundreds are dying every day. So numerous are the dead bodies that they cannot be buried separately, and large holes are therefore dug to bury them together.

PRINCE ARISUGAWA.
TOKIO, July 14th.

A telegram has been received by the Government from H.I.H. Prince Arisugawa, at Paris, stating that he will embark at Liverpool on the 27th for New York, and proceeding to Vancouver will leave that port on 2nd August for Japan.

TELEGRAMS.

ANOTHER MASSACRE IN FORMOSA.

TOKIO, July 13th.

Captain Fukahori, an officer in Formosa, and a party of fourteen started on a journey of exploration in the savage district of Formosa on the 11th January last, since which time nothing has been heard of them until within the last few days, when it was ascertained that they had an encounter with a body of savages on the night of the 1st February and were killed to a man.

THE LOOCHOOS.

NAWA (Loochoo), July 11th.

Captain Yamanaka and other officials of the War Department have arrived here to make investigations as to the enforcement of the conscription law in Okinawa Prefecture from next year.

A telegram from Nawa, the capital town of Okinawa (Loochoo), dated the 13th inst., states that the islanders who aspire for the restoration of self-government are taking steps to send a commission to Tokio with a petition of which the gist is as follows:—

1.—That Marquis Shō Tai (late King of the Looshoos) should be made Governor of the islands.

2.—That all the officials of the islands who come from other prefectures be removed.

3.—That the interference of the Japanese Government be discontinued.

[The object of the agitation is to place the Looshoos in a condition of virtual independence.]

THE U.S. TARIFF AND SUGAR.

TOKIO, July 16th.

In the debate on the Customs, "Tall the U.S. House of Representatives decided to impose a duty on sugar imported from all other countries but Hawaii, in whose favour an exception was made. A section of the Senate advocated the amendment of the Treaty of Reciprocity and the imposition of a duty on Hawaiian sugar. The majority of the Finance Committee in the Senate supported this view, and Mr. Hobbs telegraphed to the Government on the 13th inst. that the Finance Committee in the Senate had voted against the exception made by the Lower House in favour of Hawaii. The Committee desired to have the Treaty of Reciprocity amended; but on the Bill being debated in the Senate, the decision of the Lower House was approved.

PLAGUE IN FORMOSA.

TAIPEI, July 11th.

On July 6th two fresh cases of bubonic plague were reported in Taipei, making a total of 595 from the outbreak of the pestilence.

THE HAWAIIAN DIFFICULTY.

TOKIO, July 13th.

A telegram has been received stating that the training ship Hyakutani left San Francisco on the 7th for Honolulu.

A dispatch from Hawaii states that on the 25th ult. the Hawaiian Government finally declined to accede to the Japanese demands, and at the same time suggested that the question at issue should be submitted to the arbitration of other Powers.

THE BUDGET.

TOKIO, July 16th.

It is reported that next year's Budget will show a deficit of 25 million yen, even though the fullest economy is observed. The deficit is chiefly due to the extraordinary expenditure sanctioned by the Diet.

COMMERCIAL.

TOKIO, July 16th.

Orders for cement sent to London from Japan have reached some 400,000 casks, and the quotation in London is firm. Prices for Australian wool have advanced by 5 per cent. Bombay and American raw cotton is reported to have risen in price by 50 cents to \$1 per picul.

A "BREEZE" AT LAST!

SEÑOR JOSÉ DE NAVARRO, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram received from Manila:—

"Manila, July 25th: Indications of two depressions. One is on the China Sea towards the W. of Luzon and is now nearly stationary; the other is on the Pacific towards the E.S.E. of Manila."

The Acting Director of the Observatory reports to-day as follows:—

On the 26th at 11.30 a.m. The barometer has fallen moderately in the Gulf of Tongking, and slightly on the S. coast of China and at Baitan. The depression, which appears to remain shallow, is probably central between the Paracels and the W. coast of Luzon. FORECAST:—Moderate E. winds; fair to showery.

Yesterday Mr. Figg reported that at 11.30 a.m. a depression seemed to be forming in the middle part of the China Sea to the west of Luzon.

At 4 p.m. the barometer had fallen to 29.66.

LOCAL AND GENERAL.

THE German mail is expected to-morrow.

A CABLE is being laid by the Japanese between the Tanshin Islands and the mainland of Japan.

THE High Court of Appeal (London) has decided that betting in the "enclosures of race-courses is legal."

THE Messageries Maritimes new liner Laos left Suez on the 23rd instant bound for the Far East.

On the 10th inst. the Hirono Cotton Spinning Company (Japan) declared a dividend of 40 per cent. per annum.

MONDAY, the 2nd August, being a Bank Holiday, will be observed as a holiday by all the Government departments.

THE ratifications of the new treaty between Japan and the Netherlands were exchanged in Tokio on the 14th inst.

At public auction this afternoon Lot No. 1419 (50 by 55 by 25 ft.) situated close to Wild Dell, Wanchai, realised \$900.

THE Sandakan Iron Works are advertised for immediate sale as a going concern by the Liquidator, owing to the death of the proprietor.

A "FICIAL JURY" will hear the trial Regina v. WITCHALL, which takes place at the Criminal Sessions at 11 a.m. on Thursday. This will be the third special jury summoned within a fortnight.

The master of a junk was fined \$15 at the Magistrate's to-day for the ill-treatment of animals. He kept five pigs in a little space (a square) with a slanting bottom. Three of the pigs were on top of each other, and the entrails of the bottom one were protruding.

CAPTAIN MACMILLAN, of the steamer Wabasa Maru, reports that yesterday, between the Paracels and Gap Rock, a current, travelling S. 41 W. was running at the rate of 48 miles per day.

THE sailing ship Crummech Water, bound from Rangoon to Concepcion, was spoken by the steamer Wabasa Maru on July 15th, at 3 p.m., in lat. 5° 58' N. She desired to be reported "All well."

We understand that the date fixed for the completion of the overhaul of H.M.S. Undaunted is October next. Whether she will then be drafted into the northern or southern division of the fleet has not as yet transpired.

ADVISED received in London on the 8th instant from the West Coast of Africa states that a patrol of Niger Police having tracked the King of Benin, who had a

The undernoted appointments are published in the Straits Gazette.

The Hon. C. W. S. Kyrenley, to be Deputy Governor during the absence of the Governor.—Rev. W. H. C. Dunckerley to be Colonial Chaplain, Penang, from July 20th.—Mr. R. J. Wilkinson to be Acting Asst. Col. Sec. and Clerk of Council.

FOR the twenty-five million dollars of the Philippine loan of forty millions that are to be issued in Spain application has been received amounting to sixty-five millions, and details of the applications from some of the provinces not having yet been received, it was expected, says a Madrid telegram of the 15th inst., to the *Commerzblatt*, that the total applications would exceed seventy millions. A telegram of the 16th states that the subscriptions amounted to \$105,000,000.

We are glad to learn from the *Daily Mail's* New York correspondence that the subscription in aid of Mark Twain is exciting an extremely warm response in America, and it is evident that the kindly thought is spreading by its object. The *New York Journal* publishes a short humorous message from Mr. Clemens, saying: "It is pleasant news that I have been accounted to receive for some time past. I was expecting a monument by-and-by, but my friends wish to pay my debts instead I will do without the monument."—Twainish to a degree!

GOOD NEWS.

The Hon. T. H. Whitehead, Manager of the Chartered Bank of India, Australia and China, kindly informs us that his telegraphic intelligence from Bombay to-day includes the highly satisfactory news that "the moon has been satisfactory the last three weeks."

With the continuance of the monsoon for three weeks, bringing in the course heavy rains and cool weather, there is every reason to hope that the plague and famine will soon be things of the past.

THE NEW HONGKONG CLUB.

The members of the Hongkong Club to-day went into occupation of their new and handsome premises on the Praya. The removal from the old premises on Queen's Road was quickly effected, and new members have possession of one of the finest and most admirably situated buildings in Hongkong. Of course, even yet, there are a few finishing touches to be given, but these are matters of detail that should soon be disposed of without interfering with the comfort of members. The style of architecture adopted is the Italian Renaissance, set off with portions in the Doric and Corinthian styles. It is a pity that the main entrance was not from the sea front, but this was owing to the position of the bowling alley, and the main entrance is in the rear end of the building. On entering a billiard room with three tables is found on the left, and four bowling alleys are situated behind the stone staircase facing the entrance. Behind these are the wine cellar and refrigerating room. These apartments are all very lofty and well adapted to meet the requirements of a Hongkong summer. On the first floor is a fine and spacious hall around which Doric columns uphold the gallery on the upper floor. The Secretary's office is to the left of the hall, and behind the office the match billiard room is located. The bar is in a handsome apartment and has the advantage of immediately overlooking the harbor. Reading and writing rooms and lavatories and also a servant's waiting room are at the other end of the hall. Entry is had to the second floor by an imposing set staircase and the gallery here is effectively set off by Doric columns. The library is on this floor opening on the Praya, and near it are the billiard room, a dining room to accommodate 300 persons, a private dining room and a card room. The third floor contains 11 bedrooms. Between the card room and the third floor a mezzanine floor has been built which will give increased space for the Chinese servants' quarters, on the eastern side. Messrs. Lane, Crawford & Co. supplied the furnishings, and Mr. F. C. Wilford has personally supervised the work. The furniture was all made in Hongkong; the lounge chairs and sofas are comfortably upholstered in leather, and the other chairs are made of teak in plain and inlaid designs. The position of the club should make it a most welcome resort in the heat of summer as its commanding site enables it to catch the breeze. It is a vast improvement on the old building. The architect is Messrs. L. H. and Orange.

THE "WATER RAT" NUISANCE IN HONGKONG.

Yet another instance has come to light of the wonderful ingenuity with which John Chinaman cheats the "dollar," although it is rapidly diminishing in value and is lower now than ever before.

Last Saturday morning P. C. Moore, of the Water Police, was on duty, and he heard a faint low coming from on board the steamer *Catherine Ager*. Going by his flat-bottomed launch towards the Hongkong-Calcutta pier, the constable noticed a number of Chinese "water-rats" boarding the vessel from their backs, and simply boarded the *Ager* like our old-time bin-jackets and French 3-deckers in Nelson's time, only instead of boarding axes they used boat hooks. Moore, on boarding the *Ager*, found the skipper and all the after-guard trying to quell a horde of yelling and bellicose Chinese who insisted on going below to the "ween decks" where the Chinese passengers, some 700 or so, were quartered. Moore saw one Chinaman upset a deck officer who was on the poop. He saw and the ruffian was willing to have a "go in." He came for the "bobby" and went off with a badly cut thumb, the result of contact with a stout arm of Celestial teeth. After a lot of hard work, and a few applications of the butt-end of a Martini to the ribs of these poor the ship was cleared of the room of Chinamen, with the exception of four beggars who were put in from the investigation proved that these fellows had come off to deliberately squeeze their less complicated brethren who were bound for the Straits. The game of the shore folk was to get below early, spend out their mags, and then, when the real passengers had time to look round, offer to sell them their berth at a price of a dollar or two. Many of the greenhorns, from Sydney, at once asked up, with the result that they were then themselves broken out of their hard-earned cash. There is an old game, we are told, and has given rise of trouble to ships' officers carrying large numbers of Chinese passengers. In fact it is not altogether unlike some of the methods practised by our clever friends, the Australian confidence men.

It is satisfactory to learn that Mr. Woodhouse sentenced the guilty to three weeks' hard labour. It is reported that a much larger sum of \$50 and \$100 a day had been made by these rogues of this ilk, and it is a pity that Moore did not stop in a few more of these offenders, during and previous parties. These rascals obtain money by false promises and it is surprising that their illegal but not long been stopped by police.

AN ARTILLERYMAN DROWNED.

The dead body of Gunner Barr, of the Royal Artillery, was found on the beach at Shan-ki-wan West at 11 a.m. on Saturday. Deceased had been missing since 2 p.m. on Thursday. He was 26 years of age, was born at Liverpool and had 6 years' service in the corps. He was buried at 8 a.m. to-day, the officers of the corps and members of his company attending the funeral. A party of the comrades of deceased drew the gun carriage on which lay the coffin, covered with the Union Jack and many handsome floral wreaths and crosses. A firing party also attended but there was no band, the musicians of the West Yorks being engaged in their musketry course.

An inquest will be held at the Magistracy at 11 a.m. on Wednesday.

THE NEW EUROPEAN LINER.

A VISIT TO THE "WAKASA MARU."

The keenest rivalry exists nowadays amongst the ocean steamship lines and new ships are being constantly added to the various fleets to enable them to keep pace with the times and give shippers and passengers alike the greatest despatch and value for their money generally. In recent years the Nippon Yusen Kaisha has shown a great spirit of enterprise in this direction, and the latest addition to their fleet, the *Wakasa Maru*, which arrived here yesterday from home, shows that the company are fully in touch with the times.

Through the courtesy of the manager, a *Telegraph* reporter was to-day enabled to make an inspection of the *Wakasa Maru*, and she can honestly be described as being one of the finest clipper-built steamers seen in Eastern waters. A scramble up the accommodation ladder landed the reporter on the saloon deck, a spacious promenade, commanding a fine clear view fore and aft. At the forward part of this deck is the saloon companion, the sides being occupied by cosy lounges, and the sides are neatly panelled in polished maple. About the companion are six state rooms, each usually lofty and containing two wire-bed berths and a wide cushioned settee. The floors are covered with Brussels carpet and each cabin has two large portholes. These latter are on a new plan and work on a screw so that they can be adjusted to catch a current of air from any quarter, a thing to be appreciated in the tropics. Another special feature about these rooms is that, in addition to the usual folding bed-stands, &c., they have each most convenient folding writing desks, with chests of drawers beneath. This is certainly an innovation that has long been wanted by many sea passengers. There is altogether accommodation on board for 250 passengers. The gentlemen's first saloon is on the saloon deck, and that for the ladies below. All are fitted with big marble baths and the floors are laid in pretty designs of tiles. The smoking room is located in the after end of the upper deck and is a spacious room upholstered in morocco and the walls are panelled with gilded carvings and maple. Other first-class cabins are in the vicinity and others again are below, on the main deck. The dining saloon is a bright and cheerful looking place, its polished silver lamps and sideboard rails, cream green wall panels and the delicate white, cream green and gold of the ceiling giving an effect of light and coolness that is decidedly pleasant. Besides a number of ventilators in the ceiling there are five large ports in the forward end and there is also a liberal supply of electric fans which can be kept in motion for any length of time and cool the atmosphere considerably. A spacious party room on the saloon and close by are the rooms of the purser, doctor, chief steward, and also staterooms and quarters for the purser, freight clerk, engineers and apprentices. In the alleyway close to the port side are the mess rooms of the engineers and deck officers, both comfortable apartments with plenty of room, and between them their pantry is conveniently placed. The sculleries and other conveniences in connection with the stewards' department, together with the waiters' quarters, are also in the midship alleyways. Right aft at the end farthest from the saloon are the first and third class galleys. Here are seen all the latest things in the way of cooking apparatus, including a very large and improved bread-baking oven. The floors are tiled and the ventilation made the places as cool as it is possible for a galley to be. Steam presses are provided in the different pantries, and down the centre of the saloon is a large steam-heater, the top with its bright silver rails making a convenient buffet on which to stand dishes.

Leaving the midships structure and crossing the after end of the second saloon is found here the cabins for the large and to each are four berths. Ventilation is supplied by skylights and patent ventilators. The dining saloon is neatly and comfortably furnished, and in the eyes of many travellers the most notable part certainly would compare favourably with many vessels' first-class accommodation. The galley, pantry, scullery, store-room, &c. for the second class is here too and in every possible way the comfort and pleasure of passengers has been studied. The bathroom of Chief Steward Wright a perfect labyrinth of passages was threaded, store-rooms, lockers, &c., all passing in review. A glimpse was had of the lazarette where the spirits are stored and the great steering gear was also seen right aft. The staterooms below the floor of the poop and two 3-berth rooms are partitioned off for families. The stateroom serving room is replete with maps, plates and other table gear and very extensive bath and lavatory accommodation is also set apart for the stateroom passengers. To the stateroom there is a big companion-way on the main deck and in bad weather entry is obtained from the poop. On the poop deck the second class people have a fine promenade, both in the morning and evening, and on the wooden awning above four berths are kept in addition to the eight life-boats on the upper deck. There is a lack of life-saving apparatus, every berth in the ship having a life-belt, and great chests full of them are to be seen in many places. The purser's room is over the saloon companion and is an apartment to make many shippers turn green with envy. It is most elegantly furnished, with everything the most exciting could be desired, and even on the chart room which is a very large one. The navigating bridge is just overboard and the Captain has speaking tube communication from his room with the officer of the watch. Forward of the saloon is another wide deck and the top-gallant locale for the saloon, the foremast being quartered below. The foremast is well ventilated and gives plenty of room for the crew and on top are two steel life-boats for the deck lights. Electric light, a full complement of all the latest things, a complete set of time-tables and if you without seeing the *Wakasa Maru* also has a full complement of all the latest things. To add to the pleasure of passengers a piano, by the latest Broad-

wood, is located in the saloon. It is in wood the same colour as the fittings and is draped with a very magnificent silk embroidered Japanese screen. To show the thoroughness of the vessel's outfit it may be stated that she could at once go to sea with a full complement of such things, including, dominoes, cards, &c., is ready for use at once.

The *Wakasa* has no less than five holds and over these are 10 derricks, one being capable of lifting 35 tons. There are steam winches for the derricks and every possible appliance has been fitted for the rapid handling of cargo, a very important matter nowadays. The steam steering gear is Caldwell's latest and in case of accident the hand gear could be brought into use at once. Having just come from the builders' hands the steamer was seen at a little disadvantage, carpets and linoleum being taken up to allow the decks to be scrubbed, and the stateroom staff were all busy washing and scouring. It is reckoned that when she gets to Japan she will be spick and span right through and as bright as a new pin. The *Wakasa* is rigged with two pole masts. She has a straight stem and nicely rounded stern, with gilt scroll and the company's house flag. At present she is painted white, a colour that averages, but, alas, while too expensive a colour to go in for in these days, as it needs renewing every trip, and in a little while the *Wakasa* will be wearing the same sombre colour as the *Hakata* that cleared to-day for London.

Captain J. B. McMillan is in command of the new vessel and he speaks in the highest terms of her sea-going qualities during the voyage out. The worthy skipper took one of the first of the *W. Y. K.* boats down to Australia, and he is well known in Eastern waters. He has a large stock of *bonhomie* and the cheerful good nature that passengers appreciate so much, and he is sure to make many friends in his new and well-deserved command. Mr. Cheek is chief officer, Mr. Nelson second, Mr. Franklin third, and Mr. Robinson fourth.

The engines, which are triple expansion, drive the vessel with her twin-screws at an average of 13 knots, on a nominal horse-power of 550. It may be mentioned here that the ashes come up from the boiler by steam lifts and are shot overboard without causing the least dirt or noise. Mr. Wallace is chief engineer, Mr. Bonnell second, Mr. Shearer third, Mr. Ross fourth, and Mr. Graham fifth. The full complement is seven engineers.

CHAOS IN FORMOSA.

RICH CHINESE HELD FOR RANSOM. BRIGANDS TERRORISING THE PEOPLE.

Our correspondent in North Formosa writes from Taipei under date 23rd July as follows:—During the last few weeks the rebels have been particularly active and all kinds of rumours have been in circulation, but so far no serious fighting has taken place. It seems, in fact, to be the object of the rebels, who know the country well and can move from place to place quickly, to avoid a collision with the Japanese regulars. Several hundreds of Japanese soldiers were sent out after the rebels in the hills in the extreme north last week, but when the Japanese arrived at the scene of the disturbances the rebels disappeared and the Japanese had to return without firing a shot.

It seems hardly likely, perhaps, but it is a fact that the rebels often swoop down on villages and take the headman away, holding him until ransom is paid for his surrender. They also often seize rich Chinese in the suburbs or when they are travelling on business in the interior—in the tea districts or camphor region—and actually hold them for ransom. The Japanese seem unable to stop these outrages, so before long we may hear of some foreigner being "split up" away. A nice prospect!

There seems good reason for believing that the country people sympathise with the rebels, or at all events have such small confidence in protection being vouchsafed by the Japanese that they find it to their advantage to "keep in" with the rebels, who therefore have many means of obtaining news of the movements of the Japanese. This guerrilla warfare may go on for years and keep the island in a perpetual ferment unless the Japanese adopt some means of conciliating the malcontents and at the same time gain the will of the Chinese generally. The Japanese have never said about the pacification of the country in a proper manner. They seem to lack tact in dealing with the natives.

Although all public works are at a standstill owing to the investigations into the defalcations and embezzlements of the Japanese officials, particularly of the engineering staff, there is work for everyone and wages are nearly double those paid on the mainland. In fact the farmers have gained greatly in getting enough labourers to gather in the rice crops. It is therefore evident that the malcontents cannot make the excuse that they are driven to brigandage because they cannot get work. It is true, though, that there are a few public works going ahead in the country and if some of these were let to Chinese contractors it is highly probable the Chinese would induce many rebels to lay down their arms and work for them.

H. M. S. *Thetis* is now at Tamsui and gives a feeling of security to the foreigners and Chinese alike at the port but should another raid be made on Tamsui, the only place where there is real danger, I fail to see what assistance she could render to foreigners in Tamsui. No ill-will is evoked towards foreign merchants, but as they have large stocks of dollars during the tea season their hords would be a valuable prize for the rebels, and they now seem virtually at the mercy of the rebels.

It is not to be supposed that things can be allowed to go on in such an unsatisfactory way here ad infinitum, and the sooner the Japanese recognise this and also realise that there is a limit to the patience both of Chinese and foreigners the better will it be for them and for all who have important interests at stake in this much-cursed "Beautiful Isle." The present chaotic state of affairs means loss to everybody, especially to the Japanese, and it is our earnest hope, therefore, that the Japanese Government will soon give very full powers to the Governor and let him be law with all Japanese in the island, whether they be military, naval or civil officials. He should be supported, regardless of cost, by men of great tact and sagacity and have large garrisons at his disposal for the next five years at least.

Flaques has entirely disappeared from the southern part of Formosa and it is said that there have been no camps, or at least very few, in the south for some time.

ADMISSION OF A SOLICITOR.

Before the Criminal Sessions commenced at the Supreme Court this morning, the Hon. W. M. Goodman (Attorney General) asked his Lordship to admit Mr. Wei On to practise as a solicitor in Hongkong. He said he had been educated at Oxford and had the necessary credentials, and had been admitted as a solicitor in England. He only came to this Colony a short time ago and he asked his Lordship that Mr. Wei On be admitted and enrolled as a solicitor in this Colony. The Chief Justice said that the papers were quite in order and he approved that Mr. Wei On be permitted to practise as a solicitor in this Colony. Then, addressing the new member of the Bar, he said that he was very glad to see that he came from the same University as himself and was the first Chinese who had succeeded there. He wished him every success in his practice here. Mr. Wei On appeared in Court attired in the latest European style. He is a brother of the Hon. Wei Yuk.

DEATH OF MR. JOHN ODELL.

[*Fochoo Echo*, July 17th.]

It is with deep regret we have to record the death of Mr. John Odell, senior partner in the firm of Odell & Co., at the comparatively early age of sixty-one. The sad event took place at his residence at 2 o'clock in the morning of the 14th inst., after a prolonged illness. Mr. Odell was one of the oldest residents in the port, having first arrived here in 1853, and he was always a respected member of the community. He leaves behind him a good record of usefulness. He was always ready to take his fair share of work when serving on Committees, and it must be said of him that all he undertook he did thoroughly and well. His care of late years, especially of affairs connected with the British Episcopal Church, in which he took great interest, will long be remembered to his credit. He was always on friendly terms with the missionaries.

THE FUNERAL.

The funeral of the late Mr. John Odell took place on Wednesday evening (14th). Friends assembled at the house a little before half past six o'clock and soon afterwards the procession started for the cemetery, the bell of the British Episcopal Church tolling until the entrance to the cemetery was reached. Here the procession was met by the Rev. L. Lloyd and led by him, as he read the opening words of the Burial Service, into the Mortuary Chapel, which was soon crowded. The coffin was covered with the Union Jack and this flag was surmounted with wreaths and crosses of exquisite flowers. The service was most impressively read by the Reverend gentleman already named, and the quiet and orderly manner in which everything was done in connection with the sad ceremony was very appropriate. Mr. J. W. Odell, nephew of the deceased, Mr. A. Palmer, Simon, partner of the deceased, Mr. Hugh Sutherland and Dr. Rennie were chief mourners.

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Chingai*, Capt. Robt. Jones, from Sydney and ports, arrived in Hongkong this morning. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LODGE, July 6th. The colonial Premiers are opposed to the proposal of the Home Government that the Admiralty on the station should be free to send the Auxiliary Squadron anywhere at his discretion in time of war.

News comes to hand that 25,000 colliers in Pennsylvania have struck work, demanding higher wages.

A number of the officers and men of the colonial troops were presented to Her Majesty the Queen at a review held at Windsor on Friday last.

Julius medals were presented to all the officers and men of the colonial troops at an inspection held at Buckingham Palace by the Prince of Wales on Saturday.

BRISBANE, July 6th. The official returns show that the Queensland gold yield for the first six months of 1897 has been nearly 1,000,000 oz., an excess of the amount for the first half of 1896.

A general improvement in the prospects of the farmers and graziers in Victoria is reported since the late rains.

News has been received that further tribal disturbances have taken place on the north-west frontier of India.

Over 600 people are reported to have been killed in the native disturbances in India.

European ladies are being daily installed in the streets.

LONDON, July 7th. The High Court of Appeal has decided that betting on racecourse enclosures is legal.

The Premiers of New South Wales, New Zealand, and South Australia are urging the Home Government to give the royal assent to the bill providing for the restriction of aliens.

King Edward's coronation interview in London, stated that unless Great Britain gave a differential tariff treatment to colonial goods, imports into Great Britain the colonial sugar industry could not expand.

Mr. Justice Hawkins, at London, passed life sentences upon two blackmailers, and sentenced three others to ten years.

The July London wool sales have been opened. There was a large attendance of buyers, and the market was well supplied.

Mr. Herbert Kitchener, the Sirdar of the Egyptian Army, has left Cairo for the front.

Disastrous floods have occurred in the South of France. Three hundred lives have been lost, and the damage to property is estimated to be 20,000,000 francs.

LONDON, July 7th. At a second conference between the colonial Premiers and Mr. J. Chamberlain, Secretary for the Colonies, the treaty between Japan and Great Britain was discussed. All the colonies except Queensland declined to accept the treaty.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE PUBLIC LIBRARY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR.—I beg to ask that you will kindly publish the following suggestion in the Public Library, namely, that the present hours are inconvenient to a section of the subscribers, &c., those who live in the East and West parts of the Colony and are not able to leave their respective businesses until 5 p.m. or later. As I do not wish to increase the Librarian's hours of duty I would suggest two hours during the day and an extra hour or two in the evening.

As this institution is gradually becoming popular, I think this suggestion, if adopted, will benefit the Library by making it more popular, as well as the subscribers to it.

Thanking you in anticipation for favouring this with a column in an early issue.

I remain, Sir, Yours faithfully, H. P. H.

Hongkong, 25th July 1897.

INTERPORT CHESS MATCH.

HONGKONG V. SINGAPORE.

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NOT AND A.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1895.

Barometer 29.73

Thermometer 83

Humidity 63

Rainfall 6.01

TO-DAY.

WEATHER REPORT.

Barometer 29.71

Thermometer 85

Humidity 75

Rainfall 6.01

TO-DAY.

Monday, 26th July, 1897. (St. Anne, Mother of B. V. Mary.)

Chinese—27th of 6th moon of 33rd year of Kwong-shi.

Jewish—25th Tammuz, 5657.

Mohammedan—25th Saphar, 1315.

Sun—Rises 5hr. 30min.

Intimations.

A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES OF COTTON AND WOOL, &c.,

Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pincoffs, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alco-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected, until the system has strength to fight the disease.

Scott's Emulsion

The most powerful and most efficient remedy in the world for all phases of the Lung Disease. It stops coughing, relieves food and sleep, and restores the system. It is the only remedy that builds up the system and gives back the strength. It is the only remedy that builds up the system and gives back the strength. It is the only remedy that builds up the system and gives back the strength.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong, & Co.,

Amusement.

THEATRE ROYAL
CITY HALL

THURSDAY, July 29th.

GRAND OPENING NIGHT

POLLARD'S
LILLIPUTIAN OPERA
COMPANY.Under the Distinguished Patronage of
H. E. The Governor Sir Wm. ROBINSON, G.C.M.G.
H. E. Major-General BLACK, C.B.
Commodore HOLLAND, R.N.(THURSDAY & FRIDAY, 29th and 30th).
R. Suppe's Popular Comic Opera
"BOCCACCIO."

SATURDAY AFTERNOON, July 31st.

Grand Matinee
"H.M.S. PINAFORE."
Children and Amateurs Half Price to all parts of the house.

SATURDAY, July 31st.

"LA MASCOTTE."

MONDAY, August 2nd.

"DOROTHY."

Plan now open at W. ROBINSON & CO'S,
Music Warehouse.

PRICES: \$3, \$2 & \$1.

Soldiers and Sailors in Uniform Half Price to 2nd and Back Seats only.
Late Trains will leave 15 minutes after each Performance.

A. H. POLLARD,

Advance Representative,
Hongkong Hotel.

Hongkong, 23rd July, 1897. [1111]

Masonic.

ZETLAND LODGE
No. 325, E.C.A REGULAR MEETING of the above
LODGE will be held in the FARMERS' HALL,
Zetland Street, on SATURDAY, the 31st
July, at 8.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 24th July, 1897. [1134]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterlidge, will be despatched as above on SATURDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1897. [1135]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA,"

Captain Saw, will be despatched as above on SATURDAY, the 31st instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 24th July, 1897. [1133]

"NATAL" LINE OF STEAMERS.

FOOCHOW AND HONGKONG TO SOUTH AFRICA (DIRECT).

FOR NATAL, EAST LONDON, ALGOA BAY, MOSSEL BAY AND CAPE TOWN.

(Taking Cargo under through Bill of Lading to DURBAN, BAY AND BEIRA)

THE Steamship

"CONGELLA,"

on or about the 17th August; this steamer left Durban, 2nd July, for Foomoh (direct).

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 24th July, 1897. [1130]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

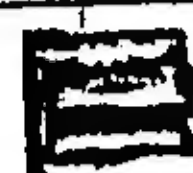
THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 27th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 26th July, 1897. [1127]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP.

VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"HAKATA MARU,"

Captain R. Nivison, will be despatched as above TO-MORROW, the 27th instant, at Noon, instead of as previously advertised.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 26th July, 1897. [1099]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 28th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st July, 1897. [1111]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Baker, will be despatched as above on WEDNESDAY, the 28th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1897. [1075]

FOR VLADIVOSTOCK.

VIA SHANGHAI, CHEFOO AND NAGASAKI.

THE Steamship

"DAPHNE,"

Captain J. Samudsen, will be despatched for the above Ports on WEDNESDAY, the 28th instant, at P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 24th July, 1897. [1129]

THE CHINA-MUTUAL-STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL (DIRECT).

THE Company's Steamship

"CHINGWOW,"

Captain H. Hauls, will be despatched as above on or about the 28th instant.

To be followed by the S.S. "MOYUNE," for London, about 7th August.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 23rd July, 1897. [1124]



NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK.

VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship

"SENDAI MARU,"

Captain C. Olsen, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 22nd July, 1897. [1120]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"

will be despatched as above on or about 14th August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd July, 1897. [973]

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above, about 15th August, at P.M.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 22nd July, 1897. [1115]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZIE,"

to sail about 7th August, 1897.

S.S. "LENNOX," to sail about 22nd August, 97.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 20th July, 1897. [1105]

Trails

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continental FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent China World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Padder's Street. [3]

Hongkong, 21st July, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, 14th Aug., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 14th August 1897, at Noon.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [9]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTY'S GENUINE COMPOSITION GREY PAINT. HARTMANN'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and R. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1894. [159]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, Doctor and STEWARDSS carried.

HONGKONG TO NEW-YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers in EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Columbia..... 2,605 | Wednesday | July 28.

Tacoma..... 2,549 | Tuesday | Aug. 17.

Victoria..... 3,167 | Tuesday | Sept. 7.

Olympia..... 3,068 | Monday | Sept. 28.

Columbia..... 2,605 | Tuesday | Oct. 19.

Tacoma..... 2,549 | Tuesday | Nov. 9.

THE Steamship

"COLUMBIA,"

Captain W. Hill, sailing at Noon, on WEDNESDAY, the 28th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via AMOY, FOOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 26th July, 1897. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DARAFIN, PERSIAN GULF, CENTRAL and AMERICAN PORTS).

THE Steamship

"MIRZAPUR,"

Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Calcutta leaving that Port on the 20th August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed to Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th July, 1897. [5]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS OF RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern..... Tuesday... 17th Aug.

Prinz Heinrich..... Tuesday... 14th Sept.

Prinzessin..... Tuesday... 12th Oct.

Sachsen..... Tuesday... 9th Nov.

Bayern..... Tuesday... 17th Dec.

Prinz Heinrich..... Tuesday... 14th Jan.

ON TUES